

**Amendments to the Drawings**

Changes to sheet 12/15 of the drawings are being made by the present amendment.

Specifically, Fig. 11A has been amended to add reference number "115." Similarly, Fig. 11B has been amended to add reference numbers "115" and "117."

Attachment: Replacement Sheet  
Annotated Sheet Showing Changes

### **REMARKS**

Favorable reconsideration and allowance of the present application are respectfully requested.

Applicants and their undersigned representatives are appreciative to the Examiner for the courtesy extended to their undersigned representative during the personal interview conducted on February 2, 2005. The substance of the interview is reflected in the following remarks.

The Examiner objected to the drawings on the basis that it is "unclear what the unlabeled element located on the balance weight adjacent to the clip in Figure 11B represents with regards to the invention." As discussed to some extent in the interview, the unlabeled element is a "hump" that results from the manner in which the wheel weight in Figure 11B is preferably formed. As is apparent from the discussion in relation to Figures 9-10 and 11A-B, the mass portion 112 is preferably cold formed of nonlead material. A clip securement cavity is formed fitted inside the body of the weight. When the attachment portion of the spring clip is inserted into the clip's securement cavity, it is closed so as to attach the spring clip. Because of the thickness of the attachment portion of spring clip 116, hump 117 remains.

By the above amendment, the paragraph appearing at Page 10, lines 24-32 has been amended to specifically describe the hump 117. In addition, this paragraph has been amended to include an express reference to holes 115, which are provided in the attachment portion of spring clip 116 to facilitate attachment. A corresponding amendment has been made to Figures 11A and 11B.

Based on the above, it is respectfully submitted that the objections to the drawings has

been overcome.

The Examiner also objected to the disclosure because of a typographical error appearing in line 3 of page 9. This typographical error has also been corrected by the above amendment.

Claims 23-25 were rejected under 35 U.S.C. 112, second paragraph, as being indefinite. In this regard, the Examiner noted that the limitation "said groove" appearing in line 5 of claim 23 did not have antecedent basis. By the above amendment, "said groove" has been changed to "said clip" to provide the appropriate antecedent basis.

Claims 12-13 and 23-25 were rejected under 35 U.S.C. 103(a) as being unpatentable over Morne in view of U.S. Pat. No. 6,260,929 to Oba. By the above amendment, claims 1-22 have been cancelled without prejudice. Independent claim 23 has been amended in the manner proposed during the personal interview. In addition, Applicants have added a new independent claim 29 related to a method of forming a vehicle wheel weight. It is respectfully submitted that the claims as now presented are fully distinguishable over the applied art.

In this regard, the Morne patent shows a lead body 10 having an embedded spring clip 11 made according to the typical prior art process. In this regard, body 10 is formed by casting the lead around an attachment portion of the spring clip. Because of the relatively low melting point of lead, such attachment can be performed without degrading the heat treatment that gives the clip its elastic properties. To attempt a similar process with a nonlead metal such as steel, however, has a tendency to degrade the elastic characteristics of the clip. See U.S. Pat. Nos. 6,250,721 to Oba, Column 1, lines 10-58.

This drawback of the prior art is overcome by the invention set forth in amended claim

23. In this regard, claim 23 has been amended to specify that the mass portion is cold formed of nonlead material. A clip securement cavity is formed in the mass portion. The weight also includes a clip made of spring steel having an attachment portion. The attachment portion is inserted into and retained in the clip's securement cavity such that the clip will be fixed to the mass portion. These amendments are believed to fully distinguish over the combination of references applied in the Office Action.

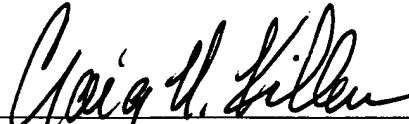
While these amendments to claim 23 are to some extent in the nature of method limitations, it is submitted that the limitations structurally define over the prior art. In this regard, it is respectfully submitted that one skilled in the art would be able to readily ascertain that the mass portion has been produced from cold forming techniques by a visual inspection of the wheel weight. For example, one would not expect to see the characteristic casting lines which are produced in a cast weight where the two halves of the mold come together.

As suggested at the interview, Applicants have also added a new independent claim 29 relating to a method of forming a vehicle wheel weight. It is submitted that support for independent claim 29 can be found in the discussion of Figures 9-10 and 11A-B appearing in the Specification.

New dependent claims 27-28 and 33-34 relate to holes 115 provided in the attachment portion of clip 116 in Figures 11A-B. This feature is discussed above in relation to the drawing changes.

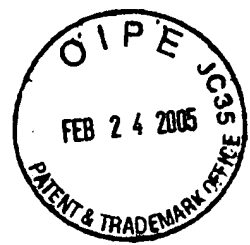
It is submitted that the present application, including claims 23-34, is in condition for allowance, and action to such effect is respectfully requested. The Examiner is invited to telephone the undersigned to resolve any minor issues.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Craig N. Killen", written over a horizontal line.

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ANNOTATED SHEET  
Serial No. 10/620309

12/15

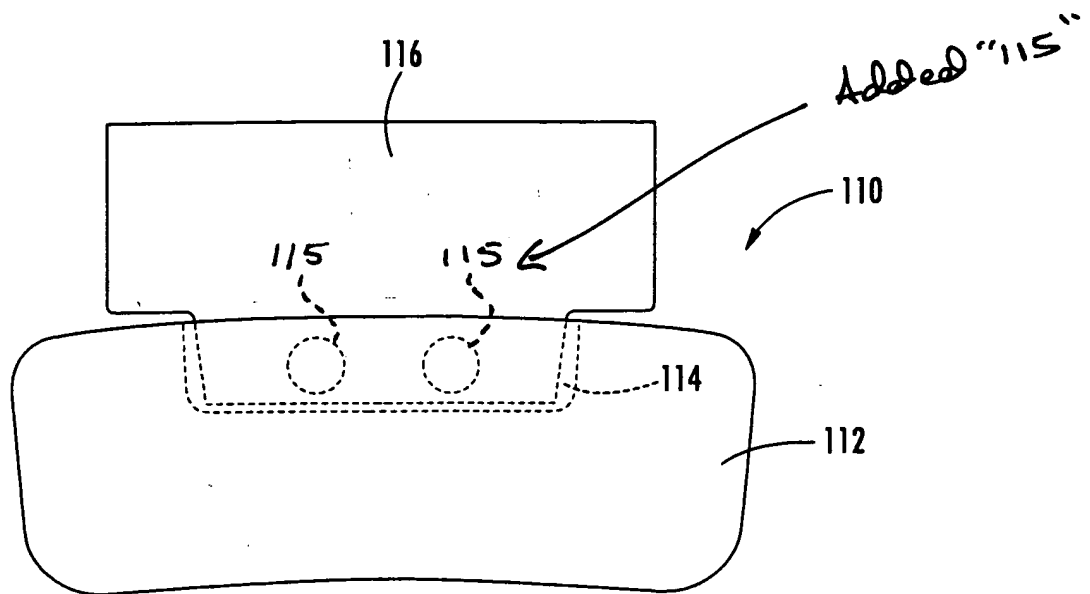


FIG. 11A

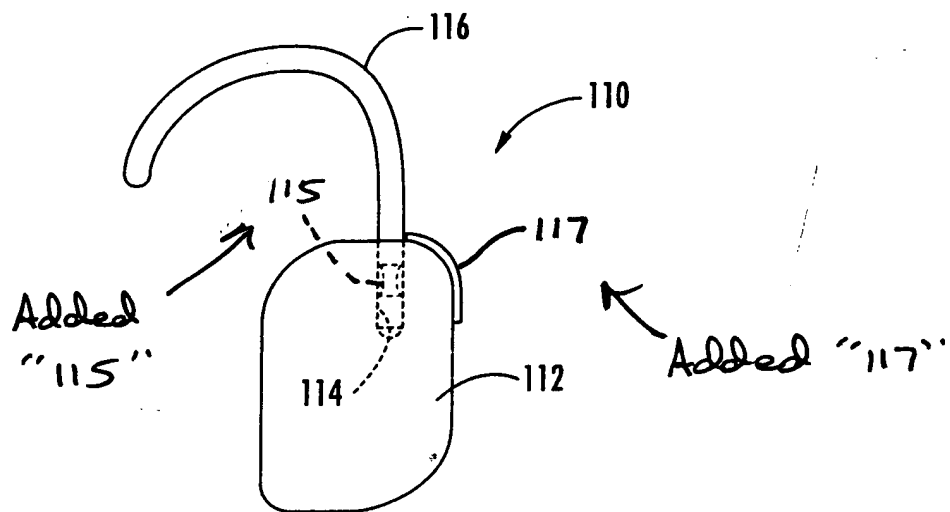


FIG. 11B